
**MASS TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2001</u>	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	97.2	140.7	233.9	251.6	203.9	157.3	1,084.6
System Preservation Minor Projects	50.3	61.2	47.7	46.1	45.1	63.1	313.5
<u>Development & Evaluation Program</u>	<u>12.6</u>	<u>9.0</u>	<u>10.1</u>	<u>5.7</u>	<u>1.7</u>	<u>-</u>	<u>39.1</u>
SUBTOTAL	160.1	210.9	291.7	303.4	250.7	220.4	1,437.2
<u>Capital Salaries, Wages & Other Costs</u>	<u>5.2</u>	<u>5.7</u>	<u>5.9</u>	<u>6.1</u>	<u>6.3</u>	<u>6.5</u>	<u>35.7</u>
TOTAL	165.3	216.6	297.6	309.5	257.0	226.9	1,472.9
Special Funds*	59.1	74.5	87.3	116.0	88.3	73.4	498.6
Federal Funds	106.2	142.1	210.3	193.6	168.6	153.5	974.3
Special Funding** (Governor's Initiative)	10.0	29.2	35.5	40.4	37.8	17.7	170.6

* Includes local share reimbursement to the State by non-profit organization grant recipients, and local jurisdiction contributions to the Central Line Light Rail System.

** This is the pass through funds for the Greenbelt Metro Station in FY 2001 and funds for the Governor's Transit Initiative from FY 2002-FY 2006. These funds are included in the total and are part of the "Special Funds*" line. They are broken out for informational purposes.

**MASS TRANSIT ADMINISTRATION
BALTIMORE METROPOLITAN AREA AND COMMUTER RAIL & FREIGHT
FEDERAL FUNDING BY YEAR OF OBLIGATION FOR SYSTEM PRESERVATION MINOR PROJECTS*
BY FEDERAL FISCAL YEAR
(\$ MILLIONS)**

<u>Systems Preservations Categories</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005-06</u>	<u>Total</u>
<u>Bus System Improvement:</u>						
Bus & Bus Facilities	0.0	0.0	0.0	0.0	0.0	0.0
Urbanized Area Formula	8.5	5.3	1.4	0.3	1.0	16.5
<u>Metrorail Improvements</u>						
Fixed Guideway	5.3	4.4	2.2	3.5	2.8	18.2
Urbanized Area Formula	6.8	5.1	2.9	1.1	4.2	20.1
<u>Central Corridor Light Rail Improvements</u>						
Fixed Guideway	2.2	1.3	1.8	1.4	1.0	7.7
Urbanized Area Formula	5.0	1.2	3.0	0.7	1.7	11.6
<u>MARC System Improvements</u>						
Fixed Guideway	5.2	8.1	8.5	8.3	19.4	49.5
Urbanized Area Formula	0.5	0.4	0.3	0.3	0.0	1.5
TOTAL	33.5	25.8	20.1	15.6	30.1	125.1

***Corresponding information for major projects is shown on the individual project information forms.**



STATUS: Construction underway.

PROJECT: MARC Frederick Extension

DESCRIPTION: Provide for new 13.5 mile service from Point of Rocks to City of Frederick, including a downtown Frederick and suburban station. This service extension will connect to the Brunswick Line providing access to Washington, D.C.

JUSTIFICATION: This extension will help meet travel demands in I-270 corridor by increasing ridership and overall efficiency of the Brunswick Line. The Frederick downtown station will support the revitalization of the downtown area in conjunction with the Carroll Creek Project and office development. The suburban station, with an 850 space surface parking lot will provide parking for daily commuters from Frederick to Washington, D.C.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Point of Rocks MARC Station Parking Expansion -- Line 12

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	4,050	2,803	412	594	241	0	0	0	1,247	0
Right-of-way	5,988	5,988	0	0	0	0	0	0	0	0
Construction	45,362	9,497	8,569	8,015	8,564	8,467	2,250	0	35,865	0
Total	56,076	18,964	8,981	8,609	8,805	8,467	2,250	0	37,112	0
Federal-Aid	44,815	15,099	7,193	6,894	7,045	6,782	1,802	0	29,716	0

USAGE: In FY 2000, MARC experienced 20,000 daily boardings. A 5% average annual growth is estimated.

OPERATING COST IMPACT: Approximately \$2.3 million per year.



STATUS: Vehicle testing continuing. 43 vehicles currently in revenue service. Remaining 7 vehicles to be in revenue service during current fiscal year. Cashflow to be updated as payment procedures are finalized.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: No funds are shown in FY 2001 and FY 2002 due to an insurance credit.

PROJECT: MARC Bi-Level Coach Purchase

DESCRIPTION: Purchase 50 bi-level coaches to replace existing vehicles and to expand service.

JUSTIFICATION: Additional coaches are necessary to meet ridership growth and service expansion as well as to increase reliability and safety.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MARC Electric Locomotive Purchase -- Line 3

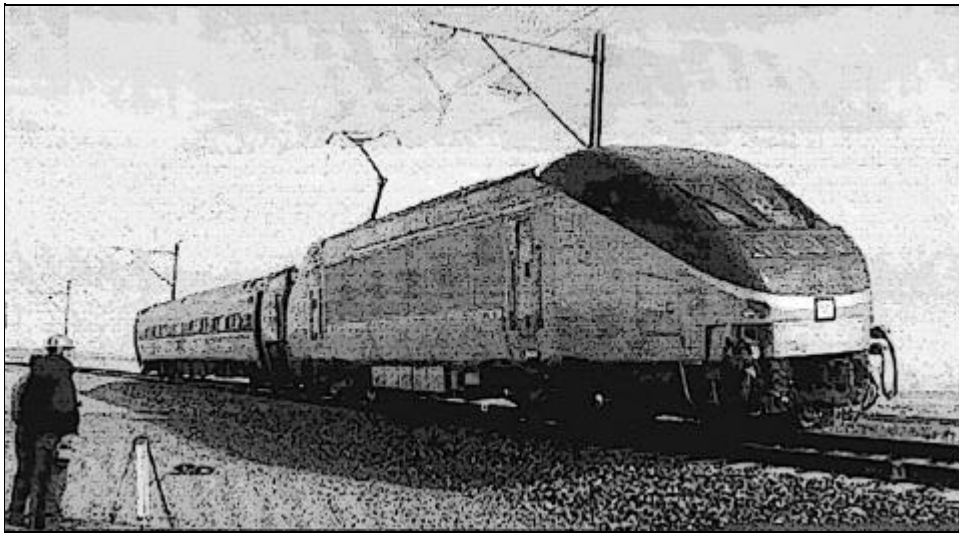
POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2000			....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	854	854	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	88,964	81,290	0	0	2,000	2,731	2,943	0	7,674	0
Total	89,818	82,144	0	0	2,000	2,731	2,943	0	7,674	0
Federal-Aid	71,856	64,216	0	0	2,000	2,710	2,930	0	7,640	0

USAGE: In FY 2000, MARC experienced 20,000 daily boardings. A 5% average annual growth is estimated.

OPERATING COST IMPACT: Approximately \$1.0 million per year.



STATUS: Delivery anticipated to begin in FY 2002.

PROJECT: MARC Electric Locomotive Purchase

DESCRIPTION: Purchase six new electric locomotives for service expansion.

JUSTIFICATION: Electric locomotives will provide faster, more efficient commuter service which will result in increased ridership.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MARC Bi-Level Coach Purchase -- Line 2

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Delivery schedule delayed to FY 2002 based on Amtrak schedule with manufacturer.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	106	103	3	0	0	0	0	0	3	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,619	28,279	1,860	3,120	4,000	4,360	3,000	0	16,340	0
Total	44,725	28,382	1,863	3,120	4,000	4,360	3,000	0	16,343	0
Federal-Aid	35,777	22,684	1,494	2,499	3,204	3,493	2,403	0	13,093	0

USAGE: In FY 2000, MARC experienced 20,000 boardings. A 5% average annual growth is estimated.

OPERATING COST IMPACT: Approximately \$2.0 million per year.



STATUS: Environmental documentation underway for MARC Maintenance Facility. Engineering underway for Washington Mid-day Storage and Penn-Camden Connection.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost for the Mid-day Storage Facility increased \$10.6 million based on detailed quantities and overhead estimates.

PROJECT: MARC Maintenance, Layover & Storage Facilities

DESCRIPTION: Planning, environmental documentation, design, property acquisition and construction of major maintenance, layover, and storage facilities. Current funding provides for constructing Phase I of a major maintenance and storage facility, constructing the Penn-Camden Connection and constructing mid-day storage facility at Washington Union Station Terminal.

JUSTIFICATION: This project will provide vital storage and maintenance of the expanding MARC fleet. The Penn-Camden Connection will provide revenue service between Washington and Camden station. The Connection will also provide access to the new maintenance and storage facility. The Washington mid-day storage facility will enable MARC to store trains without interfering with Amtrak operations at Union Station.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2003....	....2004....	....2005....	....2006....			
Planning	3,630	3,036	594	0	0	0	0	0	594	0	
Engineering	8,232	1,144	639	3,160	3,289	0	0	0	7,088	0	
Right-of-way	10,450	0	300	0	3,150	6,000	1,000	0	10,450	0	
Construction	78,480	31	2	3,000	8,358	14,308	21,781	21,000	68,449	10,000	
Total	100,792	4,211	1,535	6,160	14,797	20,308	22,781	21,000	86,581	10,000	
Federal-Aid	75,811	3,181	1,371	4,928	11,575	14,387	16,562	15,804	64,627	8,003	

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S3-NS	9,928
CO	2002	S3-NS	4,974
CO	2002	MRC-FG	3,952
CO	2003	S3-NS	1,054
CO	2003	MRC-FG	8,507
CO	2004	MRC-FG	8,746
CO	2005	MRC-FG	603

Construction dependent upon the availability of Federal funds.
0202, 0206, 0208



STATUS: Continuing retrofit of vehicles. Testing underway.

PROJECT: MARC Coach Modifications

DESCRIPTION: Retrofit the vestibule area of MARC II cars, adding a door release handle. Convert all accessible windows into emergency exits. Improve signs for emergency exits and procedures.

JUSTIFICATION: In response to the US DOT emergency order for a system safety plan, MTA developed several initiatives to modify MARC coaches to improve the ability of passengers and crew to exit coaches in the event of an accident.

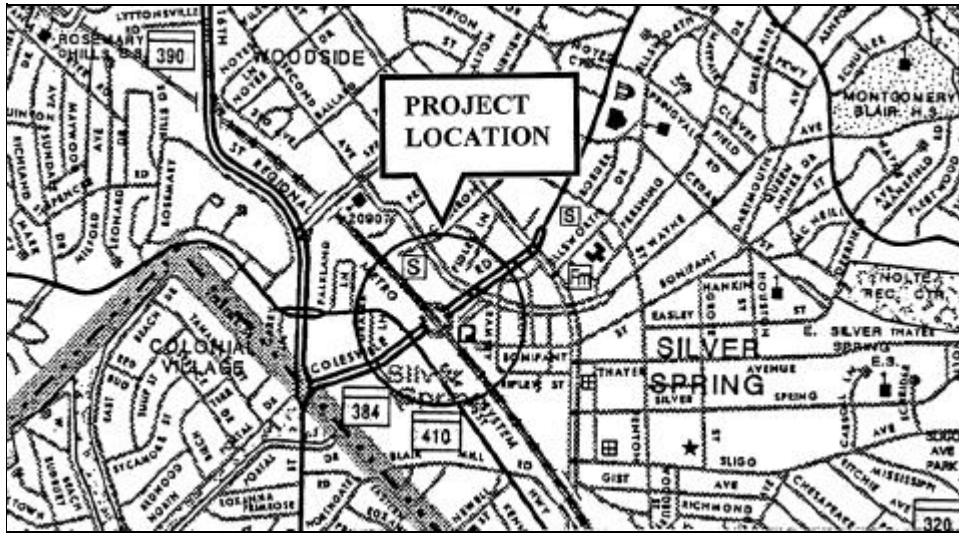
SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,544	3,934	1,200	800	610	0	0	0	2,610	0
Total	6,544	3,934	1,200	800	610	0	0	0	2,610	0
Federal-Aid	5,198	3,739	738	409	312	0	0	0	1,459	0



STATUS: Preliminary Engineering and environmental work for the Transit Center underway. Construction for station relocation to begin during current fiscal year. Phase II managed by Montgomery County.

PROJECT: Silver Spring Transit Center and MARC Station Relocation

DESCRIPTION: This is a two-phase project that will begin with relocation of the Silver Spring MARC Station adjacent to the existing Metrorail Station. This includes two platforms, a pedestrian bridge, and ADA improvements. The second phase will be the construction of an integrated MARC, WMATA and a proposed Georgetown Branch Transitway at the current Silver Spring Station. This will include increased bus capacity for Ride-On buses, intercity bus accommodations, a taxi queue, kiss-n-ride, hiker-biker trail, and a MARC/Intercity bus station building. This phase involves participation by Montgomery County.

JUSTIFICATION: Consolidating transit services at a single location in downtown Silver Spring will increase their efficiency and ease of use. The project will support the ongoing revitalization of downtown Silver Spring.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Georgetown Branch Transitway -- Line 53

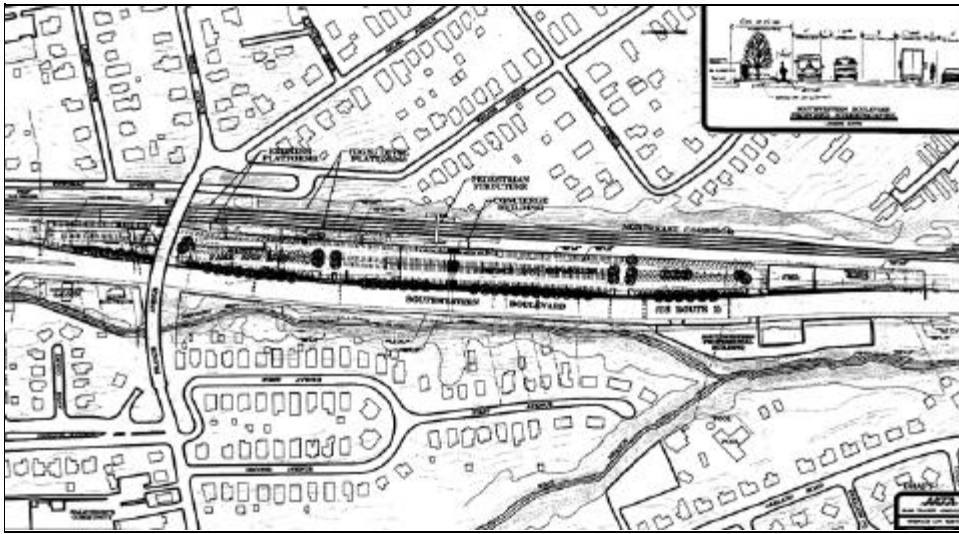
SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	936	936	0	0	0	0	0	0	0	0
Engineering	4,687	1,173	517	1,497	1,500	0	0	0	3,514	0
Right-of-way	1,886	0	230	156	1,500	0	0	0	1,886	0
Construction	34,290	51	100	2,058	6,531	8,300	8,250	9,000	34,239	0
Total	41,799	2,160	847	3,711	9,531	8,300	8,250	9,000	39,639	0
Federal-Aid	27,834	1,643	611	2,972	6,867	5,391	4,950	5,400	26,191	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MRC	1,693
CO	2001	MRC-FG	494
CO	2002	S9-MRC	2,571
CO	2002	S3-NS	10,741

USAGE: By 2005, an additional 157,000 riders are estimated.

OPERATING COST IMPACT: No additional cost to MTA's operating budget.



STATUS: Project Planning underway. Final Engineering to begin during current fiscal year. Right-of-way acquisition complete.

PROJECT: Halethorpe MARC Station Parking Expansion

DESCRIPTION: Expand surface parking and investigate future parking at the Halethorpe MARC Station. Scope of proposed work also includes high level platforms, new shelters, improved handicapped accessibility, lighting and streetscaping.

JUSTIFICATION: Insufficient parking exists at this station resulting in commuters parking along US 1 and within adjacent residential communities. Daily ridership at this station has grown steadily and parking requirements will approach 900 in the near future. Initially, an additional parking lot will ease the current congested conditions.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Minor Projects Program.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	250	104	80	66	0	0	0	0	146	0
Engineering	530	0	50	200	280	0	0	0	530	0
Right-of-way	1,320	1,320	0	0	0	0	0	0	0	0
Construction	5,700	0	0	1,000	2,500	2,200	0	0	5,700	0
Total	7,800	1,424	130	1,266	2,780	2,200	0	0	6,376	0
Federal-Aid	6,238	0	180	1,264	2,677	2,117	0	0	6,238	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	MRC-FG	3,910
CO	2003	S9-MRC	648



STATUS: Construction underway.

PROJECT: BWI MARC Station Garage Phase II

DESCRIPTION: Expand public parking at the Amtrak/MARC BWI Airport rail station. The project will expand the existing facility from 1,360 to 3,150 spaces at the location of the current surface lot. In addition, two levels will be added to the existing garage.

JUSTIFICATION: The parking expansion will support the anticipated growth in rail usage by both Amtrak and MARC patrons, and will enhance the intermodal transportation use of the BWI MARC station.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased \$6.8 million based on actual bids and final design/build selection.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2000	2001	2002	....2003....	....2004....	....2005....	....2006....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	40	17	23	0	0	0	0	0	23	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,000	0	18,000	14,000	2,000	0	0	0	34,000	0
Total	34,040	17	18,023	14,000	2,000	0	0	0	34,023	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

*Project partially funded from Certificates of Participation bonds.

0819



STATUS: Construction of a 60 space parking lot adjacent to the station and building renovations completed. Preliminary engineering for remaining parking spaces complete. Property acquisition along Main Street underway. Construction to begin during current fiscal year.

PROJECT: Laurel MARC Station Improvements

DESCRIPTION: Renovate the historic station building and construct an additional 270 parking spaces.

JUSTIFICATION: Additional spaces are needed for parking expansion to accommodate increasing ridership. This project supports community revitalization due to the station's proximity to the downtown area. Improvements made to the station will enhance the appearance of the area and free up parking in the business community where commuters are presently parking.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

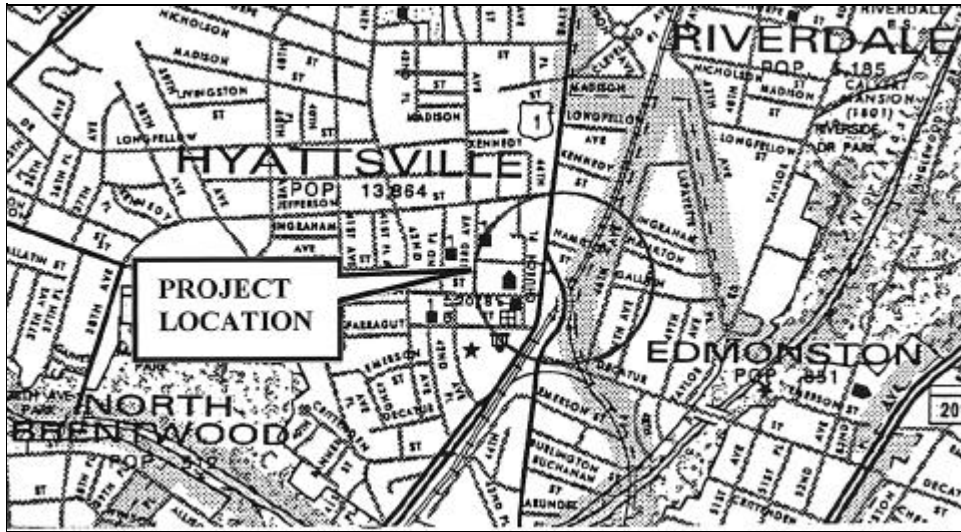
ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	194	194	0	0	0	0	0	0	0	0
Engineering	466	440	26	0	0	0	0	0	26	0
Right-of-way	2,506	2,121	385	0	0	0	0	0	385	0
Construction	3,188	894	80	1,214	1,000	0	0	0	2,294	0
Total	6,354	3,649	491	1,214	1,000	0	0	0	2,705	0
Federal-Aid	4,810	2,660	401	959	790	0	0	0	2,150	0

USAGE: In FY 2000, Laurel experienced 420 daily boardings. A 5% average annual growth is estimated.

OPERATING COST IMPACT: No additional cost to the MTA's operating budget.



PROJECT: Hyattsville MARC Station - New Station Site

DESCRIPTION: Design and construct new MARC station in Hyattsville on the Camden Line.

JUSTIFICATION: New Station will improve access to the MARC Camden Line service from Hyattsville and Edmonston.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

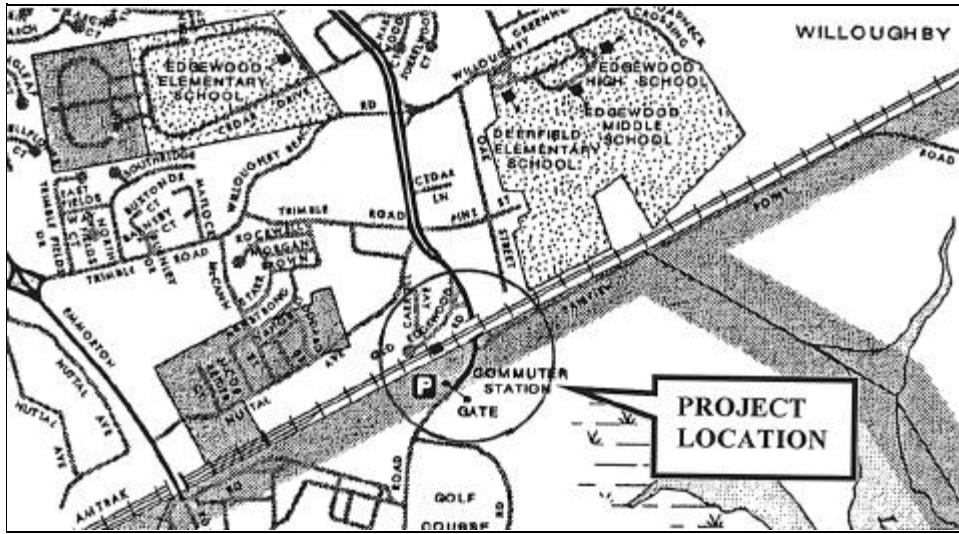
STATUS: Design on hold due to CSX concerns about impacts on freight railroad operations.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Design delayed to FY 2003 and construction delayed to FY 2004 due to CSX concerns.

POTENTIAL FUNDING SOURCE:										
					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	128	128	0	0	0	0	0	0	0	0
Engineering	165	6	0	0	159	0	0	0	159	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,792	0	0	0	0	1,125	667	0	1,792	0
Total	2,085	134	0	0	159	1,125	667	0	1,951	0
Federal-Aid	1,662	97	0	0	132	900	533	0	1,565	0

USAGE: By 2005, an additional 23,000 riders are estimated.

OPERATING COST IMPACT: Approximately \$1,000 per year.



STATUS: Planning complete. Landscaping underway.

PROJECT: MARC Edgewood Station Improvements

DESCRIPTION: Implement landscaping improvements at the Edgewood MARC Station in conjunction with SHA pedestrian improvements to MD 755.

JUSTIFICATION: As part of the ongoing improvements to the MARC Edgewood Station, the MTA has been working with a variety of elected officials, agencies and local business interests. The community groups, Edgewood Rt. 40 Task Force and Edgewood Community Planning Council are particularly interested in enhancements that will aid in revitalizing the Edgewood area and attracting visitors and business development to the Edgewood/Aberdeen area.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	74	71	3	0	0	0	0	0	3	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	378	378	0	0	0	0	0	0	0	0
Construction	300	0	41	259	0	0	0	0	300	0
Total	752	449	44	259	0	0	0	0	303	0
Federal-Aid	607	327	41	239	0	0	0	0	280	0



STATUS: Project Planning underway. Final Engineering to begin during budget fiscal year.

PROJECT: Point of Rocks MARC Station Parking Expansion

DESCRIPTION: Construct expanded parking facilities at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28.

JUSTIFICATION: Parking demand regularly exceeds the existing 276 space lot. Currently, patrons are parking illegally in the adjacent community. Projections indicate the need for 400 spaces at this location.

SMART GROWTH STATUS

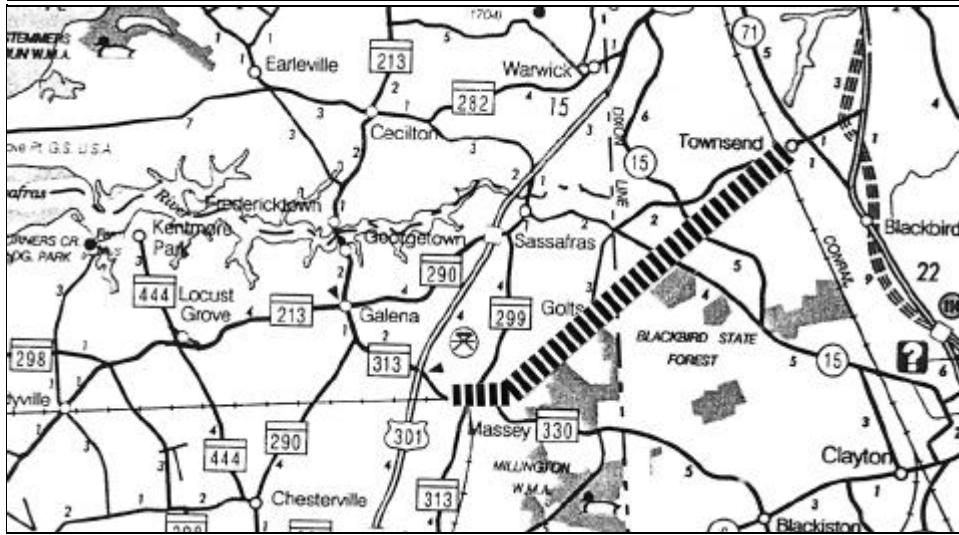
- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MARC Frederick Extension -- Line 1

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Minor Projects Program.

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	125	48	77	0	0	0	0	0	77	0
Engineering	280	0	0	280	0	0	0	0	280	0
Right-of-way	200	0	0	200	0	0	0	0	200	0
Construction	2,380	0	0	0	1,190	1,190	0	0	2,380	0
Total	2,985	48	77	480	1,190	1,190	0	0	2,937	0
Federal-Aid	2,388	0	100	384	952	952	0	0	2,388	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	MRC-FG	1,348
CO	2002	MRC-FG	1,000



STATUS: Construction underway.

PROJECT: Maryland-Delaware Railroad Rehabilitation & Improvements

DESCRIPTION: Rerail the Maryland-Delaware railroad line from the Massey Yard in Kent County, Maryland to the Townsend Yard in Delaware.

JUSTIFICATION: This system preservation project assures that the line meets Federal Railroad Administration standards for safe operation. It is also an economic development project due to its importance to the economy of the upper Eastern Shore.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost decreased \$1.1 million based on previously completed track rehabilitation project.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	20	10	10	0	0	0	0	0	0	10	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	1,750	1,550	200	0	0	0	0	0	0	200	0
Total	1,770	1,560	210	0	0	0	0	0	0	210	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



STATUS: Ongoing evaluation of bridges in conformance with State of Maryland Rail Policy. Construction on 23 bridges to begin current fiscal year.

PROJECT: Freight Bridge Rehabilitation - Statewide

DESCRIPTION: Funding source for the rehabilitation of freight bridges throughout the State for FY 01 through FY 04. The bridges are regularly analyzed as to their structural condition and prioritized for improvements based upon specific axle load requirements and economic need and necessity.

JUSTIFICATION: A structural inspection of freight bridges throughout the State indicates a need for rehabilitation to maintain safe and efficient operations. These freight operations are essential to the economic conditions of the areas they serve.

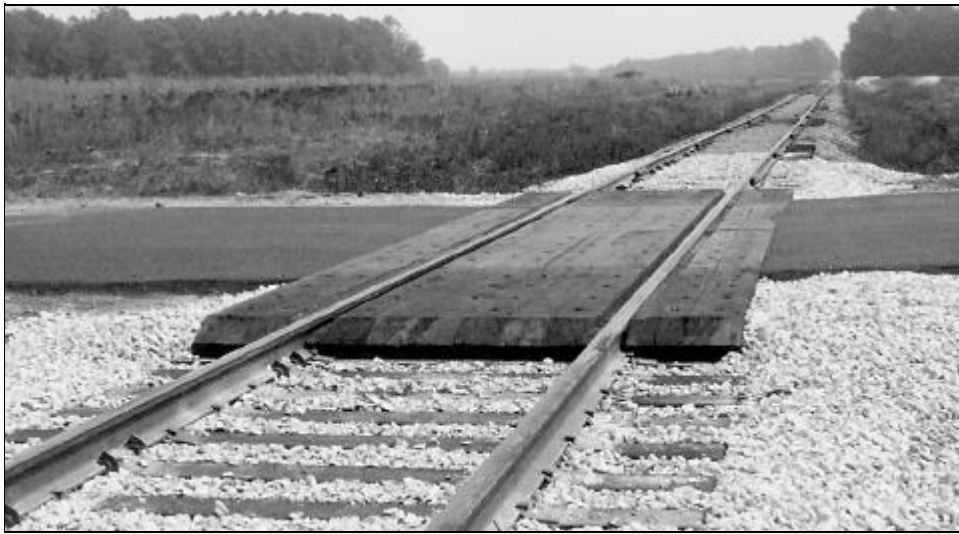
SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased \$1.7 million based on most recent recommendations from ongoing inspections.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	300	3	150	0	147	0	0	0	297	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,605	251	324	1,182	1,515	333	0	0	3,354	0
Total	3,905	254	474	1,182	1,662	333	0	0	3,651	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: FY 2001 work includes 2 crossings on the Maryland Midland Railroad and 5 crossings on the Maryland-Delaware Railroad. Construction underway by SHA.

PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State. Funding is provided for FY 2001 through FY 2006 for crossings to be identified on a priority basis.

JUSTIFICATION: This is a system preservation and safety enhancement effort to maintain smooth traffic flow at freight railroad crossings throughout the State.

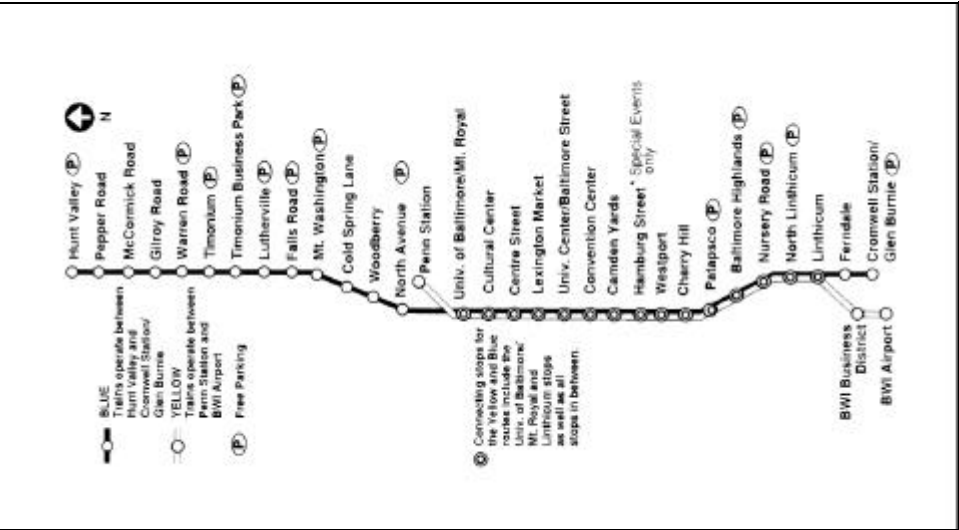
SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Payment is made through the State Highway Administration.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4	4	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,774	586	0	0	547	547	547	547	2,188	0
Total	2,778	590	0	0	547	547	547	547	2,188	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Completing tasks associated with the close-out of the project.

PROJECT: Baltimore Central Light Rail Line

DESCRIPTION: This is a 29.5 mile light rail line in the central corridor of the Baltimore Metropolitan area. The system operates between Hunt Valley and Dorsey Road through downtown Baltimore, with service to BWI Airport and Penn Station.

JUSTIFICATION: This project is part of a balanced transportation program for the Baltimore Region. It provides access to established and expanding employment, residential and commercial areas. In addition, it offers convenient transfer to Baltimore Metro Stations and satisfies reverse commuter needs.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☒ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- Light Rail Double Tracking -- Line 19
- Light Rail Cab Code Signaling -- Line 20
- Light Rail Cromwell Maintenance and Layover Facility - Phase II -- Line 21

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	3,352	3,352	0	0	0	0	0	0	0	0
Engineering	61,067	61,002	65	0	0	0	0	0	65	0
Right-of-way	42,285	42,198	87	0	0	0	0	0	87	0
Construction	369,405	364,613	3,429	1,363	0	0	0	0	4,792	0
Total	476,109	471,165	3,581	1,363	0	0	0	0	4,944	0
Federal-Aid	84,898	79,087	3,308	2,503	0	0	0	0	5,811	0

USAGE: In FY 2000, Light Rail experienced 29,000 daily boardings.

OPERATING COST IMPACT: Approximately \$8.0 million per year.

Baltimore City, Anne Arundel and Baltimore Counties contributions (\$15.0 million each) are included in MDOT totals and budget.
0004, 0097



STATUS: Preliminary Engineering and Environmental Documentation near completion. Currently addressing community input.

PROJECT: Cold Spring Light Rail Station Park and Ride

DESCRIPTION: Construct a new park and ride facility at the existing Cold Spring Light Rail Station. The station currently has no parking.

JUSTIFICATION: New parking will increase ridership by providing convenient access to the system.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Development and Evaluation Program. Cost increased \$7.0 million.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	402	393	9	0	0	0	0	0	9	0
Engineering	278	23	0	55	200	0	0	0	255	0
Right-of-way	1,000	15	1	0	984	0	0	0	985	0
Construction	7,000	0	0	0	4,000	3,000	0	0	7,000	0
Total	8,680	431	10	55	5,184	3,000	0	0	8,249	0
Federal-Aid	6,944	139	0	46	4,282	2,477	0	0	6,805	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S9-MTA	3,091
CO	2003	S9-MTA	2,515



STATUS: Project Complete.

PROJECT: Light Rail: Cromwell Storage and Service Facility

DESCRIPTION: Construct storage and service facilities at the Cromwell Light Rail Station.

JUSTIFICATION: The availability of a southern storage and service facility will improve operating efficiency by reducing the amount of dead-head miles traveled each day for regular service on the southern portion of the line. Trains will no longer be required to begin or end their daily trips or travel for minor maintenance problems to the North Avenue Facility. The facility will position trains for optimum service flexibility and operation.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Baltimore Central Light Rail Line -- Line 16
 Light Rail Double Track -- 19

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,121	2,089	32	0	0	0	0	0	32	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,524	10,474	50	0	0	0	0	0	50	0
Total	12,645	12,563	82	0	0	0	0	0	82	0
Federal-Aid	9,632	9,632	0	0	0	0	0	0	0	0

USAGE: The facility will accommodate Light Rail vehicles operating on the southern portion of the system.

OPERATING COST IMPACT: Approximately \$156,000 in cost savings per year.



STATUS: Preliminary engineering and environmental studies underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

PROJECT: Light Rail Double Track

DESCRIPTION: Project will add a second track to the existing single track sections between Warren Road Station and Cromwell Station. Approximately 9.4 miles will be upgraded to two tracks. Add new boarding platforms for the second track at Mt. Washington, Baltimore Highlands, Linthicum and Cromwell stations.

JUSTIFICATION: Installation of double track on eight sections will enhance operations flexibility for improved service by eliminating train meets and delays at single track sections. The double track will also assist in reducing headways and allow the opportunity to perform maintenance during revenue hours. The result of the double tracking will be improved service and increased ridership.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Baltimore Central Light Rail Line -- Line 16
 Light Rail Cab Code Signaling -- Line 20
 Light Rail: Cromwell Maintenance & Layover Facility - Phase II - Line 21
 Light Rail Control -- Line 22

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	7,500	5,000	990	1,510	0	0	0	0	2,500	0
Engineering	7,500	2,418	1,566	2,380	1,136	0	0	0	5,082	0
Right-of-way	1,400	0	0	400	1,000	0	0	0	1,400	0
Construction	137,290	3	50	16,670	28,157	30,000	30,700	31,710	137,287	0
Total	153,690	7,421	2,606	20,960	30,293	30,000	30,700	31,710	146,269	0
Federal-Aid	122,952	4,923	2,466	17,350	24,278	24,002	24,563	25,370	118,029	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S3-NS-LR	2,978
CO	2002	S3-NS-LR	30,000
CO	2003	S3-NS-LR	40,000
CO	2004	S3-NS-LR	41,369



STATUS: Final Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

PROJECT: Light Rail Cab Code Signaling for Phase II Extensions

DESCRIPTION: Install a cab code signal system in the Central Light Rail Line's Phase II Extensions.

JUSTIFICATION: The Light Rail Double Track project includes replacement of the signal system from a two block system to a cab code operation. This project extends the cab code system to Hunt Valley, Penn Station and BWI Airport. Overall system safety is dependent on the signal system. Having a single system for the entire line will provide consistency and increased safety.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Baltimore Central Light Rail Line -- Line 16
 Light Rail Double Tracking -- Line 19
 Light Rail Cromwell Maintenance Facility -- Line 21
 Light Rail Control -- Line 22

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	225	0	145	80	0	0	0	0	225	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,875	0	0	1,119	1,469	1,469	3,469	2,349	9,875	0
Total	10,100	0	145	1,199	1,469	1,469	3,469	2,349	10,100	0
Federal-Aid	8,080	0	116	959	1,175	1,175	2,775	1,880	8,080	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	567
CO	2002	S9-MTA	2,013
CO	2003	S9-MTA	2,500
CO	2004	S9-MTA	1,500
CO	2005	S9-MTA	1,500



STATUS: Construction underway.

PROJECT: Light Rail: Cromwell Maintenance and Layover Facility, Phase II

DESCRIPTION: Construct a Light Rail storage, maintenance, repair and vehicle washing facility adjacent to the Cromwell Light Rail Station.

JUSTIFICATION: With the completion of the Light Rail Double Track Project, the number of miles traveled by Light Rail Vehicles is projected to increase from an average of 40,000 miles per year to 60,000 miles per year. This increase in use, coupled with scheduled five and ten-year major overhauls, exceeds the capacity of the North Avenue Light Rail Facility. An additional facility is needed to ensure adequate maintenance for safe and reliable service.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Baltimore Central Light Rail Line -- Line 16
 Light Rail Double Tracking -- Line 19
 Light Rail Cab Code Signaling -- Line 20

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	65	63	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	29,962	0	6,962	7,000	9,000	7,000	0	0	29,962	0
Total	30,027	63	6,964	7,000	9,000	7,000	0	0	29,964	0
Federal-Aid	24,020	3	5,588	5,609	7,211	5,609	0	0	24,017	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	4,972
CO	2002	S9-MTA	7,180
CO	2003	S9-MTA	7,000
CO	2004	S9-MTA	3,939



STATUS: Final system checking underway.

PROJECT: Light Rail Control

DESCRIPTION: Purchase and install computerized communications, train control and locator system at North Avenue Light Rail Facility.

JUSTIFICATION: This facility will improve overall vehicle control and provide optimum safe operation of trains. In addition, the computerized system will provide the ability to manage trains on a consistent schedule and level of service during extreme weather, high volume and special events. The system will also monitor grade crossings.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track -- Line 19
 Light Rail Cab Control Signaling -- Line 20

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	848	848	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,107	6,338	550	440	779	0	0	0	1,769	0
Total	8,955	7,186	550	440	779	0	0	0	1,769	0
Federal-Aid	6,000	5,467	166	133	234	0	0	0	533	0



STATUS: Revenue service began May 1995. Completing tasks associated with the close-out of the project including crossover track at Johns Hopkins Hospital. Due in part to receipt of insurance credit, this project will be completed under budget. Remaining Federal funds will be deobligated.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost decreased \$4.5 million based on estimate of remaining work, as well as receipt of insurance credit resulting from prior favorable claims experience during construction.

PROJECT: Baltimore METRO -- Section C (Northeast Extension)

DESCRIPTION: Design and construction of a 1.5 mile extension of Metro from Charles Center to Johns Hopkins Hospital with one intermediate station at the Shot Tower.

JUSTIFICATION: This project enhances access to Northeast Baltimore and increases the effectiveness of Metro by connecting to a major employment center at Johns Hopkins Hospital. Air quality and transit system management goals are supported by this project.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2000			....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	36,714	36,714	0	0	0	0	0	0	0	0
Right-of-way	1,331	1,331	0	0	0	0	0	0	0	0
Construction	294,560	295,034	-1,174	700	0	0	0	0	-474	0
Total	332,605	333,079	-1,174	700	0	0	0	0	-474	0
Federal-Aid	281,013	281,416	-1,309	906	0	0	0	0	-403	0

USAGE: By 2001, an additional 695,000 riders are estimated.

OPERATING COST IMPACT: Approximately \$2.2 million per year.



STATUS: Agreement with developer under preparation.

PROJECT: Metro Owings Mills Joint Development

DESCRIPTION: Master plan and site infrastructure for joint development of 37 acre parking lot at Owings Mills Metro station. Site infrastructure includes a share of a replacement parking structure.

JUSTIFICATION: This project will provide local economic development benefits while supporting the State's goal to develop areas adjacent to transit stations. This project will also increase ridership through mixed-use development and will generate additional non-fare revenue.

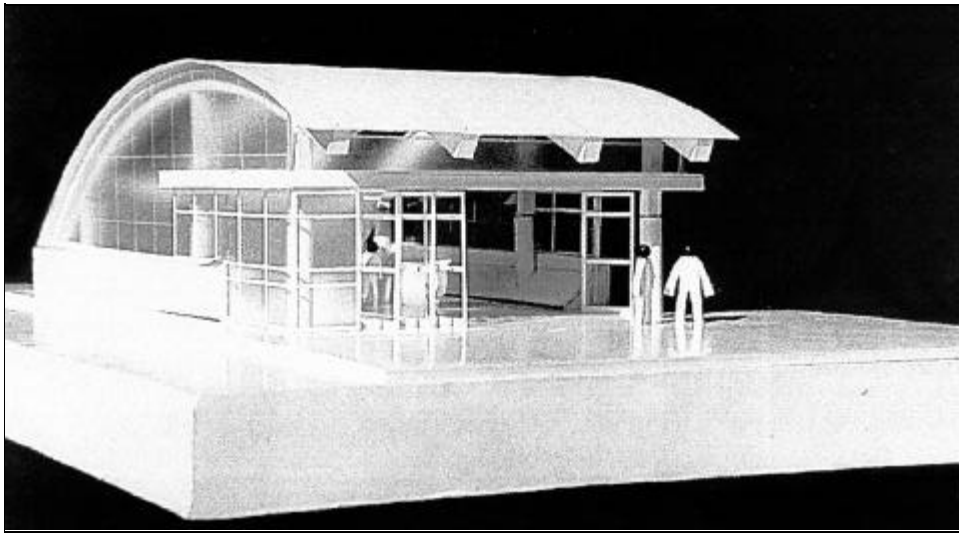
SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Development and Evaluation Program. Cost increased \$13.0 million based on addition of Engineering and Construction phases.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	191	191	0	0	0	0	0	0	0	0
Engineering	700	0	700	0	0	0	0	0	700	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,609	0	0	2,609	5,000	5,000	0	0	12,609	0
Total	13,500	191	700	2,609	5,000	5,000	0	0	13,309	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: New canopies installed at Upton and Penn North. Charles Center under construction. Design underway for additional stations.

PROJECT: Metro Escalator Rehabilitation

DESCRIPTION: The escalators (81) in the Metro system will be rehabilitated and upgraded. To better protect the escalators from exposure to the weather, existing station entrance canopies will be modified or new canopies will be installed. Additional enhancements will include snowmelt equipment and a remote monitoring system.

JUSTIFICATION: The escalators are a vital access point to the Metro system above and below ground. Various components have deteriorated due to age and weather requiring rehabilitation for continued reliable and safe service.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Agencywide Elevator Rehabilitation -- Line 26

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,282	1,034	221	27	0	0	0	0	248	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,550	3,744	4,162	2,242	5,344	15,385	10,673	12,000	49,806	0
Total	54,832	4,778	4,383	2,269	5,344	15,385	10,673	12,000	50,054	0
Federal-Aid	41,351	981	3,679	1,849	4,307	12,327	8,550	9,658	40,370	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S3-FG	3,186
CO	2002	S3-FG	1,256
CO	2003	S3-FG	8,955
CO	2004	S3-FG	9,220
CO	2005	S3-FG	8,299



STATUS: Final Engineering underway. Construction to begin during current fiscal year.

PROJECT: Agencywide Elevator Rehabilitation

DESCRIPTION: This project will upgrade 33 elevators throughout MTA's facilities to meet current operating, safety and ADA standards. This rehabilitation will bring the units into compliance with various safety codes, improve the appearance of the equipment, stop water infiltration, and restore or upgrade machinery and controls.

JUSTIFICATION: Deterioration of these elevators has impacted reliability and patron service. The elevators are experiencing declining reliability and exhibit signs of wear and tear, corrosion, and water damage. In addition, certain items must be brought up to ADA compliance.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Metro Escalator Rehabilitation -- Line 25

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	250	182	24	44	0	0	0	0	68	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	500	1,500	2,000	2,000	2,000	0	8,000	0
Total	8,250	182	524	1,544	2,000	2,000	2,000	0	8,068	0
Federal-Aid	6,600	132	424	1,244	1,600	1,600	1,600	0	6,468	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S3-FG	2,800
CO	2003	S3-FG	2,000
CO	2004	S3-FG	1,600



STATUS: Overhaul underway.

PROJECT: Metro Railcar Mid-Life Overhaul

DESCRIPTION: Structural and systems overhaul of 100 Metro railcars. Scope of work includes floors, trucks, wheels and axles, brakes, couplers, HVAC, communications and interiors.

JUSTIFICATION: The Metro railcars are over 17 years old. An independent study recommended the mid-life overhaul of several major railcar systems and components to enable the railcars to reach their useful life of at least 30 years. Numerous components are seriously deteriorated and some of the technology is outdated.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
				SPECIAL	FEDERAL	GENERAL	OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	111	105	6	0	0	0	0	0	6	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	95,814	1,460	5,226	5,915	26,335	28,303	28,575	0	94,354	0
Total	95,925	1,565	5,232	5,915	26,335	28,303	28,575	0	94,360	0
Federal-Aid	76,740	1,235	4,190	4,733	21,072	22,647	22,863	0	75,505	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	1,600
CO	2002	S9-MTA	10,694
CO	2003	S9-MTA	17,480
CO	2004	S9-MTA	15,500
CO	2005	S9-MTA	15,405
CO	2005	S3-FG	6,169



STATUS: This is an ongoing program for bus procurement. Construction underway.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased \$72.0 million based on increase to the size of the annual bus purchase to accommodate new service, alleviate overcrowding, and reduce the overall age of the fleet.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	148	132	16	0	0	0	0	0	16	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	271,880	39,790	25,816	15,146	40,843	42,105	49,556	58,624	232,090	0
Total	272,028	39,922	25,832	15,146	40,843	42,105	49,556	58,624	232,106	0
Federal-Aid	186,924	31,752	15,687	13,430	32,236	25,758	30,843	37,218	155,172	0

The above cost increase includes \$39.9 million from the Governor's Transit Initiatives.

0299, 0464, 0465, 0506, 0507, 0508, 0509, 0518, 0714, 0825

PROJECT: Bus Procurement

DESCRIPTION: Purchase standard 40-foot buses to be used in an annual replacement program of buses in service 12 or more years. Purchase additional buses for new routes and existing service extensions.

JUSTIFICATION: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and excessive major repair problems that arise from retaining buses beyond their useful life. The replacement program, combined with rebuilding of selected buses when appropriate, will serve to stabilize fleet age at acceptable levels. Accelerating the bus replacement program will reduce the average age of the bus fleet to six and one-half years by 2007.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Project Outside PFA; Subject to Exception
☐ Grandfathered
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Transit Vehicle Automated Stop Announcement -- Line 29

Bus Fare Collection Equipment -- Line 32

Statewide Smart Card Implementation -- Line 34

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S3-BUS	6,500
CO	2001	CMAQ	10,332
CO	2002	S9-MTA	904
CO	2002	S3-BUS	6,500
CO	2002	CMAQ	9,522
CO	2003	S9-MTA	3,020
CO	2003	S3-BUS	6,500
CO	2003	CMAQ	10,665
CO	2004	S9-MTA	5,451
CO	2004	S3-BUS	6,500
CO	2004	CMAQ	2,683
CO	2005	S9-MTA	15,170
CO	2005	S3-BUS	6,500
CO	2006	S9-MTA	29,772



STATUS: Engineering underway. Implementation to begin during budget fiscal year.

PROJECT: Transit Vehicle Automated Stop Announcement

DESCRIPTION: Retrofit 250 buses with equipment to automatically announce stops using global positioning technology. In addition, an interior LED sign is provided to aid the hearing impaired.

JUSTIFICATION: Automated stop announcements will improve information available to bus riders who may be unfamiliar with the route or are sight impaired. New buses are purchased with this technology already installed.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Bus Procurement -- Line 28
Smart Bus Retrofit -- Line 37

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	0	0	500	0	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,500	0	0	500	2,000	2,000	0	0	4,500	0
Total	5,000	0	0	1,000	2,000	2,000	0	0	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FY 2002 through FY 2004 is included in the Governor's Transit Initiatives.

0886



STATUS: Vehicle acquisition underway.

PROJECT: Small Bus Procurement for Neighborhood Shuttle Services

DESCRIPTION: Procure small 30-foot buses for operation of neighborhood shuttle services. These neighborhood shuttle services include (Foxridge to White Marsh; Hawthorne to White Marsh; Owings Mills to Randallstown; Towson; Mondawmin to Coppin State; Highlandtown and Digital Harbor Shuttle).

JUSTIFICATION: Small buses will enhance neighborhood-oriented services by offering a distinct appearance from standard MTA buses.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	....2003....	....2004....	....2005....	....2006....	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	0	3,000	4,000	1,000	0	0	8,000	0
Total	8,000	0	0	3,000	4,000	1,000	0	0	8,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FY 2002 through FY 2004 is included in the Governor's Transit Initiatives.

0883



STATUS: Bus acquisition underway.

PROJECT: Mobility Bus Procurement

DESCRIPTION: Annual replacement program to maintain Mobility Program vehicle fleet.

JUSTIFICATION: The smaller Mobility buses are the mainstay of the MTA's paratransit service. An increase to the normal acquisition of six vehicles per year will provide more capacity and flexibility in meeting peak demand, improving reliability and on time performance.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Minor Projects Program. Cost increased \$2.1 million based on addition of 38 new vehicles.

POTENTIAL FUNDING SOURCE:										
			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
			SPECIAL	FEDERAL	GENERAL	OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,466	923	233	1,303	1,303	233	233	238	3,543	0
Total	4,466	923	233	1,303	1,303	233	233	238	3,543	0
Federal-Aid	1,861	569	85	475	475	85	85	87	1,292	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	102
CO	2002	S9-MTA	212
CO	2004	S9-MTA	410

The \$2.1 million cost increase to this project is included in the Governor's Transit Initiatives; \$1.1 million of this increase is in the Budget Year.

0541



STATUS: Bus farebox replacement to begin during current fiscal year.

PROJECT: Bus Fare Collection Equipment

DESCRIPTION: Design, purchase and install bus fareboxes including capability to read electronic Smart Cards. Also replace cashbox receivers that open the cashboxes and discharge the contents, mobile safes that accept the contents from the receivers, and vaults to be placed at specified locations for housing the mobile safes.

JUSTIFICATION: New fare collection equipment with Smart Card technology will provide seamless transportation among the transit providers in the Baltimore and Washington regions. The new fareboxes will be a recent design with locally available parts as well as being stronger and better able to withstand damage from normal operation. Sensors on the cashboxes will record pertinent revenue collection information. This information will improve revenue collection and the audit trail from point of deposit on the bus to the revenue collection room.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Bus Procurement -- Line 28

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	2	2	0	0	0	0	0	0	0	0
Engineering	467	445	22	0	0	0	0	0	22	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,198	2,503	742	1,826	3,187	3,940	4,000	0	13,695	0
Total	16,667	2,950	764	1,826	3,187	3,940	4,000	0	13,717	0
Federal-Aid	13,334	2,279	660	1,465	2,558	3,162	3,210	0	11,055	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MTA	1,566
CO	2004	S9-MTA	1,000



STATUS: Contract awarded. Construction to begin during current fiscal year.

PROJECT: Mobility Smart Card Implementation

DESCRIPTION: Implement Smart Card usage for Mobility paratransit services. The Smart Card will be used to monitor the performance of MTA provided service and contractor provided service.

JUSTIFICATION: In order to enhance the service provided to Mobility customers, Automatic Vehicle Location and geographic Global Positioning System will be utilized with Smart Card technology to improve customer service.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	33	33	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,392	95	746	1,070	481	0	0	0	2,297	0
Total	2,425	128	746	1,070	481	0	0	0	2,297	0
Federal-Aid	1,923	16	615	892	400	0	0	0	1,907	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	960
CO	2002	S9-MTA	203



STATUS: Specifications under development.

PROJECT: Statewide Smart Card Implementation

DESCRIPTION: Implementation of Smart Card technology for Baltimore Metro, Light Rail, MARC, Commuter Bus and Locally Operated Transit Systems. Includes establishment of financial clearinghouse to process transactions.

JUSTIFICATION: Implementation of Smart Card technology will provide uniform fare payment for all transit modes and operators across the State. Service integration is a goal of "Getting There: The Maryland Comprehensive Transit Plan."

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Bus Procurement -- Line 28
Fare Collection Equipment -- Line 32

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,800	0	0	0	10,400	20,800	19,600	0	50,800	0
Total	50,800	0	0	0	10,400	20,800	19,600	0	50,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

This project is included in the Governor's Transit Initiatives.
0884



STATUS: Building renovation complete. Final testing of HVAC equipment underway.

PROJECT: Space Reallocation and Renovation of Washington Boulevard Bus Facility

DESCRIPTION: Renovations will include the asbestos abatement and reconstruction of Building #1, and the office space in #3 in the Washington Boulevard facility, and the replacement of the water pipes, rain leaders, sprinklers and drain pipes.

JUSTIFICATION: Building renovations will improve the overall habitability of the facility. The water system is old and outdated, making it difficult to replace parts for maintenance of the system. The improved facility will enable consolidation of personnel from other locations.

SMART GROWTH STATUS

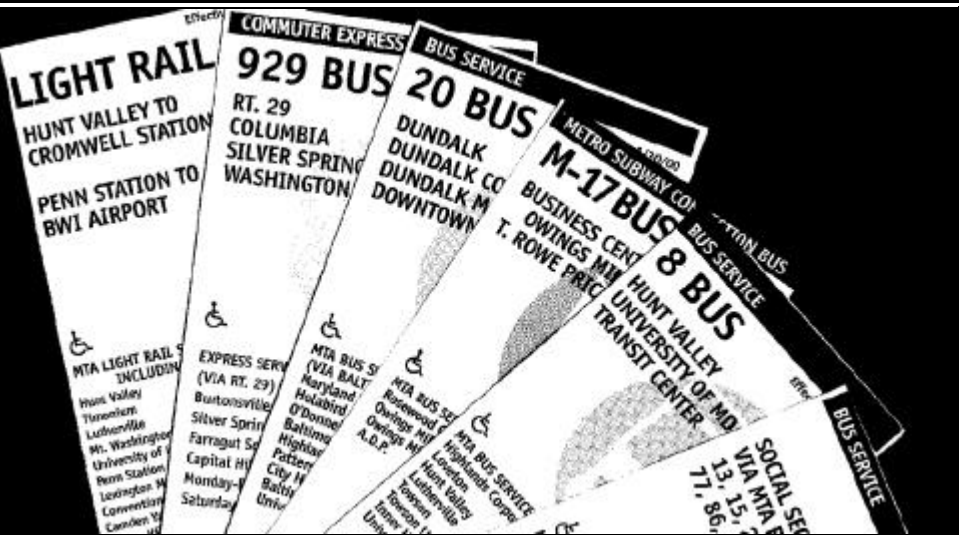
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Upgrade Transit Information Center -- Line 36

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	469	469	0	0	0	0	0	0	0	0
Right-of-way	1	1	0	0	0	0	0	0	0	0
Construction	7,450	7,386	64	0	0	0	0	0	64	0
Total	7,920	7,856	64	0	0	0	0	0	64	0
Federal-Aid	5,454	5,201	253	0	0	0	0	0	253	0



STATUS: Database scheduling underway. Information kiosks to be installed upon completion.

PROJECT: Upgrade Transit Information Center

DESCRIPTION: Completely automate the access to transit information for customer service requests for all MTA services in two phases: (1) upgrading incoming telephone capabilities; doubling the current Interactive Voice System capacity; incorporating MARC and Mobility information; installing diagnostic and customer information management capabilities; improving and enhancing the Automatic Call Distribution System including remote access; (2) computerizing the Information Center; integrating AVL into the information center with external systems for real-time travel information; providing kiosks with scheduling information at selected locations.

JUSTIFICATION: These improvements will increase the ability of Customer Information staff to receive more phone calls and to improve the speed and efficiency of providing transit schedule and route information.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Space Reallocation and Renovation of Washington Boulevard -- Line 35

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:											
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2003....	....2004....	....2005....	....2006....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	166	165	1	0	0	0	0	0	1	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	3,534	3,302	39	193	0	0	0	0	232	0	0
Total	3,700	3,467	40	193	0	0	0	0	233	0	0
Federal-Aid	2,691	2,597	44	50	0	0	0	0	94	0	0



STATUS: Preliminary engineering underway. Construction to begin during budget fiscal year.

PROJECT: Smart Bus Retrofit

DESCRIPTION: Installation of Automatic Vehicle Locator (AVL) equipment on 375 buses. In addition, five AVL/Computer Aided Dispatch Workstations are to be provided and automatic passenger counters are to be installed on 75 AVL equipped buses.

JUSTIFICATION: The AVL program is designed to maximize MTA fleet resources, provide real time scheduling information to passengers, improve on-time performance and service reliability, and increase driver and passenger safety throughout the transit system. Benefits of the AVL program include better customer service and higher rider confidence, while at the same time decreasing operational expenses through more efficient usage of vehicles in the operating fleet for the same level of service provided.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Transit Vehicle Automated Stop Announcement -- Line 29

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Construction delayed one year to FY 2002 based on software development and systems engineering.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	50	0	50	0	0	0	0	0	50	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,950	0	0	250	2,000	2,000	3,700	0	7,950	0
Total	8,000	0	50	250	2,000	2,000	3,700	0	8,000	0
Federal-Aid	6,800	0	43	212	1,700	1,700	3,145	0	6,800	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	2,259
CO	2002	S9-MTA	1,923
CO	2003	S9-MTA	1,740
CO	2004	S9-MTA	838



STATUS: Enhancements to the trunked radio communications system have been purchased and installed. Engineering underway for Metro tunnel communication system replacement.

PROJECT: Radio Communication Trunking

DESCRIPTION: This project includes the replacement of mobile and portable radios. Replace and upgrade mobile and portable radio equipment, complete the conversion of the communication system from a conventional to a trunked system and add three frequencies to the radio system.

JUSTIFICATION: To improve radio communications by providing sufficient coverage capacity for the MTA. A trunked system enables many more conversations than a conventional system over the same number of channels.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased \$6.8 million based on addition of tunnel Radiax antenna system.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	358	247	70	41	0	0	0	0	111	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,210	2,686	200	210	4,057	4,057	0	0	8,524	0
Total	11,568	2,933	270	251	4,057	4,057	0	0	8,635	0
Federal-Aid	9,254	2,515	152	146	3,190	3,251	0	0	6,739	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	S9-MTA	1,013
CO	2002	S9-MTA	1,000
CO	2003	S9-MTA	1,000
CO	2004	S9-MTA	2,450



PROJECT: Greyhound Terminal at Penn Station

DESCRIPTION: Construct new intercity bus terminal adjacent to Penn Station. Project to include parking structure to be financed by Baltimore City.

JUSTIFICATION: Existing bus terminal in downtown Baltimore is being displaced due to redevelopment of surrounding area. New terminal will provide convenient access to Amtrak, MARC and Light Rail at Penn Station.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

TSO - Transit Station Smart Growth Initiative

STATUS: Design underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2000	2001	2002	....2003....	....2004....	....2005....	....2006....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,000	0	6,000	0	0	0	0	0	6,000	0
Total	6,000	0	6,000	0	0	0	0	0	6,000	0
Federal-Aid	4,800	0	4,800	0	0	0	0	0	4,800	0

Project schedule dependent upon participation of Baltimore City.

0505



STATUS: Demolition of Baltimore Life Building complete. Utility relocation work underway. Construction to begin during current fiscal year.

PROJECT: Redevelopment of 901 N. Howard Street

DESCRIPTION: Provide development site at the former Baltimore Life Building for proposed mixed use transit oriented development. The project will result in new retail, office, residential and parking space adjacent to the Central Light Rail line. MDOT is providing funding for the demolition of the Baltimore Life Building, as well as a new multi-story parking garage.

JUSTIFICATION: As a planned Smart Growth neighborhood revitalization project, this development will enhance the northern end of the Howard Street downtown corridor. The City will experience positive gains as the development generates jobs and retail sales. In addition, the MTA will realize increased ridership on the Light Rail, Metro subway and six major bus routes serving the area.

SMART GROWTH STATUS

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program from the Minor Projects Program.

POTENTIAL FUNDING SOURCE:										
					<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	60	52	8	0	0	0	0	0	8	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,340	5	7,335	1,000	0	0	0	0	8,335	0
Total	8,400	57	7,343	1,000	0	0	0	0	8,343	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Funding depicted above includes \$1.2 million provided by the Secretary's Transit Station Smart Growth program, \$6.0 million provided by the Neighborhood Conservation Program and \$1.2 million for utility relocation from Baltimore City.

0503



STATUS: FY 1999 funds awarded. FY 2000 grant funds to be awarded include: Arbutus, Baltimore City, Catonsville, Edgewood, Laurel, Perryville, Riverdale, and Westernport.

PROJECT: Neighborhood Conservation

DESCRIPTION: This is the MTA element of the Statewide Neighborhood Conservation Program. Funds will be made available for transportation projects in designated revitalization areas, where enhancement of existing infrastructure will promote economic revitalization and neighborhood conservation and where these improvements will contribute to on-going revitalization activities. Project types can include pedestrian connections, landscaping, lighting, bike racks and shelters.

JUSTIFICATION: Some of Maryland's older urban areas contain significant investments in physical infrastructure that are underutilized due to their inability to attract new investment. MDOT is joining with other State agencies to target resources to these areas with the goal of increasing their attractiveness to private investment.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

SHA Statewide

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: There was \$6.0 million transferred from the Neighborhood Conservation to the 901 N. Howard St. project. However, new funds for FY 2006 were added which only caused a \$1.8 million decrease in the overall program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	10	0	10	0	0	0	0	0	10	0
Engineering	306	181	55	70	0	0	0	0	125	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,276	1,367	1,935	1,069	2,033	3,553	4,763	4,556	17,909	0
Total	19,592	1,548	2,000	1,139	2,033	3,553	4,763	4,556	18,044	0
Federal-Aid	11	11	0	0	0	0	0	0	0	0



STATUS: This is a yearly funding program. A more detailed list of FY 2001 county projects and FY 2002 funding source projection is provided on Line 51. Funding for FY 2003 through FY 2006 is shown as a statewide total on this page only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased \$61.8 million due to the addition of Montgomery and Prince George's Counties vehicles, West Ocean City Park & Ride Lot, Annapolis Smart Cards, Howard County AVL System and rural community-based services. Approximately \$41.0 million for Montgomery and Prince George's Counties local bus was

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

DESCRIPTION: The MTA provides funding to local jurisdictions in rural and small urban areas for transit vehicles, equipment and facilities. In addition, the MTA provides funding to Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery, and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools, vanpools and transit.

JUSTIFICATION: Intense use of equipment and increased demand for service requires regular vehicle replacement and expansion as well as adequate support facilities to provide reliable service and keep operating costs to a minimum. The ridesharing program provides citizens with information on expanded commute options and companies with technical expertise needed to meet Federal clean air requirements.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2001 and Prior and FY 2002 -- Line 51

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	12,581	3,283	1,771	1,416	1,455	1,504	1,551	1,601	9,298	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	138,918	25,949	16,073	23,680	27,861	17,518	13,769	14,068	112,969	0
Total	151,499	29,232	17,844	25,096	29,316	19,022	15,320	15,669	122,267	0
Federal-Aid	91,239	15,167	7,009	10,401	19,143	13,601	12,680	13,238	76,072	0

The above cost increase includes \$15.1 million from the Governor's Transit Initiatives; \$6.8 million is in the budget year.

0023, 0024, 0025, 0027, 0028, 0030, 0031, 0033, 0035,
0036, 0038, 0039, 0040, 0041, 0043, 0044, 0045, 0053,
0142, 0144, 0145, 0147, 0148, 0211, 0214, 0215, 0217,

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	L-S3MPG, CMAQ	3,853
CO	2001	L-S3, L-S9, L-S18	10,699
CO	2002	L-S3MPG, CMAQ	4,088
CO	2002	L-S3, L-S9, L-S18	9,164
CO	2003	L-S3MPG, CMAQ	4,221
CO	2003	L-S3, L-S9, L-S18	6,110
CO	2004	L-S3MPG, CMAQ	4,360
CO	2004	L-S3, L-S9, L-S18	4,967



STATUS: This is a yearly funding program. A more detailed list of FY 2001 Non-Profit Agencies receiving vehicles and the FY 2002 funding projection is provided on Line 51. Funding for FY 2003 through FY 2006 is shown as a statewide total on this page only.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Cost increased \$1.7 million based on higher federal apportionments.

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Private Non-Profit Agencies)

DESCRIPTION: The MTA administers a grant program that provides funding to private non-profit agencies for the transportation of the elderly and persons with disabilities.

JUSTIFICATION: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems' FY 2001 and Prior and FY 2002 -- Line 51

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,027	3,999	738	2,278	1,587	1,639	1,691	1,746	9,679	1,349
Total	15,027	3,999	738	2,278	1,587	1,639	1,691	1,746	9,679	1,349
Federal-Aid	12,025	3,067	737	1,811	1,270	1,311	1,353	1,398	7,880	1,078

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2001	L-S16	1,658
CO	2002	L-S16	1,194
CO	2003	L-S16	1,365
CO	2004	L-S16	1,343
CO	2005	L-S16	1,386



STATUS: Service to begin FY 2002.

PROJECT: "Ride-On" Service Expansion

DESCRIPTION: The Rockville Shuttle and Rock Spring Circulator will provide three buses. The expansion of "Bethesda 8" service will provide expanded weekday service and Saturday service. The Shady Grove Shuttle will provide services between the Shady Grove Metro Station and nearby residential and commercial centers. The Metrorail Parking Lot Shuttles will provide four buses for daylong service that connects riders with Metro stations that are currently at full parking capacity. Annunciators will be added, which are electronic on-board devices that provide audible next-stop information. Finally, investments will be made for state-of-the-art technology for the future Silver

JUSTIFICATION: The "Ride-On" bus system is a successful and vital complement to the Metro system that serves the Washington region. Because Ride-On is designed as a community-based feeder system to Metrorail, its success has contributed significantly to record ridership throughout the Metro system. These investments will make Ride-On a more convenient and user-friendly system, while improving passenger access to a Metro system that is being challenged by a lack of available parking. Through these investments, transit will become a more attractive alternative to single-vehicle transportation.

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2003....	....2004....	....2005....	....2006....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	5,380	0	0	5,080	300	0	0	0	5,380	0	0
Total	5,380	0	0	5,080	300	0	0	0	5,380	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

OPERATING COST IMPACT: "Bethesda 8" is \$150,00; remainder are \$280,000.

This is part of the Governor's Transit Initiative.



STATUS: Service to begin in FY 2002.

PROJECT: "The Bus" Service Expansion

DESCRIPTION: "The Bus" service expansion would provide seven new routes. The purchase of 19 buses would be deployed on new community-based routes throughout Prince George's County. The Metro enhanced parking program would provide a \$4 million loan to Prince George's County with start-up funds for design and construction of structured parking facilities at the College Park Station, New Carrollton Station, and the Largo Town Center station site.

JUSTIFICATION: "The Bus" system is a successful and vital component to the Metro system that serves the Washington region. Because "The Bus" is designed as a community-based feeder system to Metrorail, its success has contributed significantly to record ridership throughout the Metro system. The new routes will provide much needed service in growing and underserved communities throughout Prince George's County. These routes will provide an effective complement to the Metro system, providing riders with convenient connections to local Metrorail stations. The Metro enhanced parking program is a response to the acute parking shortage at Prince George's County, similar to the

SMART GROWTH STATUS

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: Added to the Construction Program

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	0	0	0	0	....2003....	....2004....	....2005....	....2006....	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	8,800	0	0	8,800	0	0	0	0	8,800	0	0
Total	8,800	0	0	8,800	0	0	0	0	8,800	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

OPERATING COST IMPACT: Operating costs for "The Bus" expansion is \$1.5 million.

This project is part of the Governor's Transit Initiative.